

## Coast Guard, DOT

## § 97.50-1

exception that existing signs and markings containing the same general intent, but not necessarily identical wording or exact letter type, size, or color, may be retained so long as they are in good condition to the satisfaction of the Officer in Charge, Marine Inspection.

(2) [Reserved]

(b) [Reserved]

[CGFR 65-50, 30 FR 17011, Dec. 30, 1965, as amended by CGFR 66-33, 31 FR 15286, Dec. 6, 1966]

### Subpart 97.40—Markings on Vessels

#### § 97.40-1 Application.

(a) The provisions of this subpart shall apply to all vessels except as specifically noted.

#### § 97.40-5 Hull markings.

Vessels shall be marked as required by parts 67 and 69 of this chapter.

[CGD 72-104R, 37 FR 14233, July 18, 1972]

#### § 97.40-10 Draft marks and draft indicating systems.

(a) All vessels must have draft marks plainly and legibly visible upon the stem and upon the sternpost or rudderpost or at any place at the stern of the vessel as may be necessary for easy observation. The bottom of each mark must indicate the draft.

(b) The draft must be taken from the bottom of the keel to the surface of the water at the location of the marks.

(c) In cases where the keel does not extend forward or aft to the location of the draft marks, due to raked stem or cut away skeg, the datum line from which the draft shall be taken shall be obtained by projecting the line of the bottom of keel forward or aft, as the case may be, to the location of the draft marks.

(d) In cases where a vessel may have a skeg or other appendage extending locally below the line of the keel, the draft at the end of the vessel adjacent to such appendage shall be measured to a line tangent to the lowest part of such appendage and parallel to the line of the bottom of the keel.

(e) Draft marks must be separated so that the projections of the marks onto

a vertical plane are of uniform height equal to the vertical spacing between consecutive marks.

(f) Draft marks must be painted in contrasting color to the hull.

(g) In cases where draft marks are obscured due to operational constraints or by protrusions, the vessel must be fitted with a reliable draft indicating system from which the bow and stern drafts can be determined.

[CGFR 65-50, 30 FR 17011, Dec. 1965, as amended by CGD 89-037, 57 FR 41823, Sept. 11, 1992]

#### § 97.40-15 Load line marks.

(a) Vessels assigned a load line shall have the deck line and the load line marks permanently scribed or embossed as required by subchapter E (Load Lines) of this chapter.

### Subpart 97.45—Carrying of Excess Steam

#### § 97.45-1 Master and chief engineer responsible.

It shall be the duty of the master and the chief engineer of any vessel to require that a steam pressure is not carried in excess of that allowed by the certificate of inspection, and to require that the safety valves, once set by the inspector, are in no way tampered with or made inoperable.

[CGD 95-028, 62 FR 51207, Sept. 30, 1997]

### Subpart 97.47—Routing Instructions

#### § 97.47-1 All persons must comply.

All licensed masters, officers, and certificated seamen on U.S. vessels must strictly comply with routing instructions issued by competent naval authority.

[CGD 95-027, 61 FR 26008, May 23, 1996]

### Subpart 97.50—Compliance With Provisions of Certificate of Inspection

#### § 97.50-1 Master or person in charge responsible.

(a) It shall be the duty of the master or other person in charge of the vessel to see that all of the provisions of the